

CHAMPION ATHLETE - THEOLOGIAN ASSAILS AMERICAN STANDARD

THE Rev. Frederick C. Thomson, twenty-three years old, pastor of Hope Presbyterian Church, of Los Angeles, Cal., who for two years has held the championship in the all-around events in athletics, and who on June 5 at Princeton battered down the world's record of James Thorpe, Indian athlete, by more than two hundred points, is vigorously opposed to what he terms the American standard of athletics and approves of the English system. He declares that many who could easily land the records are prohibited and thereby denied the opportunity, but that special men are picked from some team to carry off the honors. In England, Mr. Thomson contends, every one is accorded an equal showing.

Garbed in an old pair of trousers and shirt, with sleeves rolled up, and arms, hands and face smeared with grease and grime, the result of working all morning on his automobile at his Western home, the Rev. Mr. Thomson, between tightening screws and filling off sharp edges, expressed himself on athletics.

"I won the world's record with very little training. Neither did I diet myself. That is not essential. When in training I eat whatever and whenever I like. About three and a half weeks' training sufficed to carry me through safely, and notwithstanding this is the 20th of the month and the national meet of all around events takes place next month I have so far equal chance, an equal showing. There I shall certainly take part in it, all right."

Mr. Thomson raised himself to his full height, showing to good advantage his splendid physique, the muscles in his arms standing out like whipcords. Again he returned to his tinkering with the machine.

"My training, too, for that event this month was very ordinary. I went through two or three events daily, spending about a couple of hours in the work, and usually finished up with a quarter mile jaunt, alternating between a walk and a run. And let me tell you something right here. It is usually the half mile stunt that 'gets the goat' of most of the boys who take part in the all event class of athletics. It comes fourth on the programme, and by the time you have worked up to it you are pretty tired, and by the time you get through with it you are just about all in."

"In training I frequently play baseball, football and the like. There is nothing the equal of football in the training of athletes. The exercise is so great, so general, that it puts a man in prime condition. It has been about seven years since I first entered athletics. The Princeton boys were a jolly good set, though in seminary athletics do not have the hold that they do in colleges such as Harvard, Yale and others. When I was a little fellow of the real 'kid' variety," he commented, with a chuckle, "I used to try to imitate the boys, and they would often throw me off the track for interfering with their hurdles."

"When I won the world's record I was not surprised. The greatest asset an athlete can possibly have is confidence in himself. I have the confidence all right and am not afraid to go to it. Although I scored 7,499 points in winning the world's record this month, I have eclipsed even that record, and have scored as high as 7,600, and believe I can even beat that. However, that was not officially recorded. It was done more in a



FRED. C. THOMSON.

tryout than anything else. All it requires is a little practice.

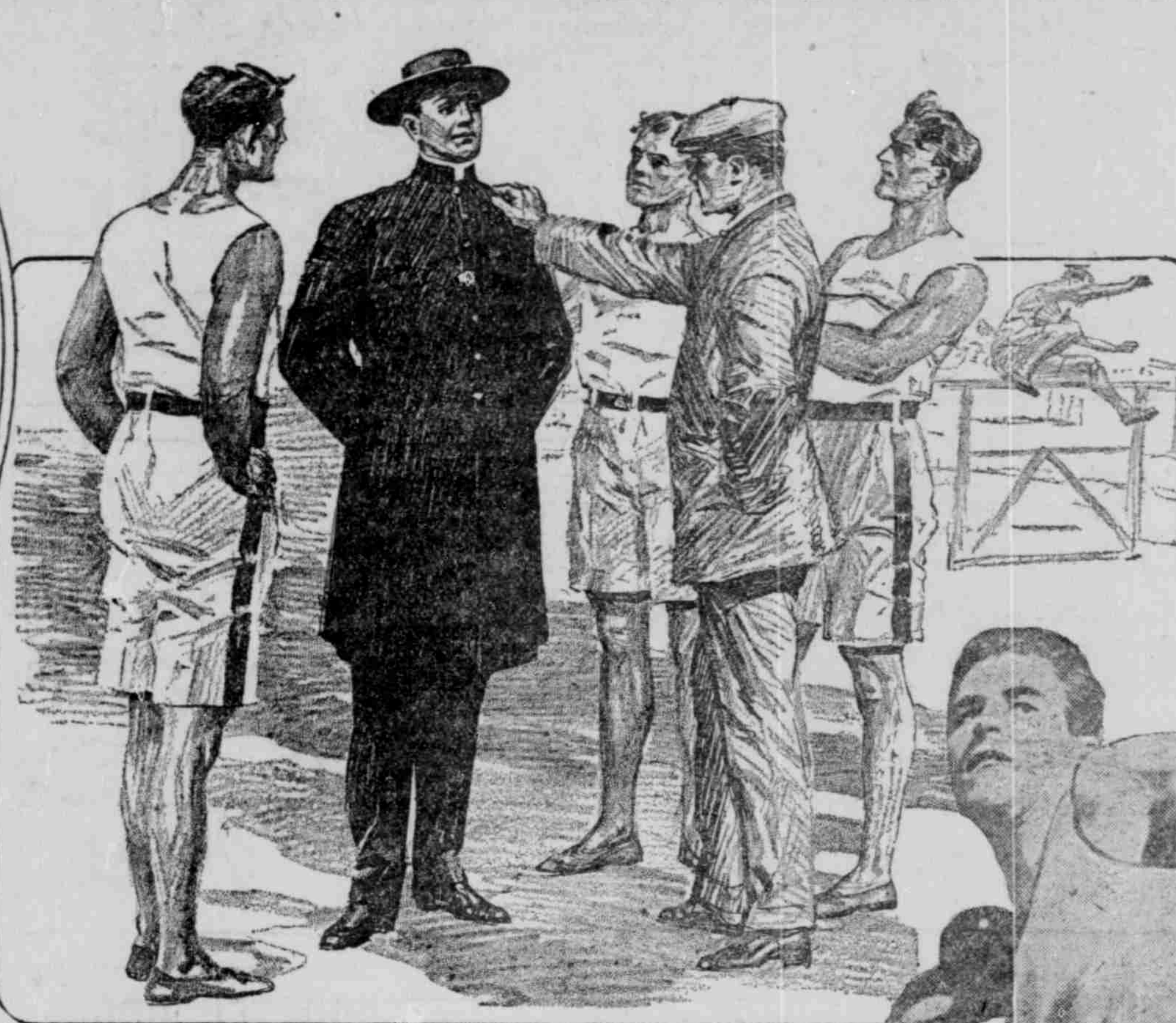
"Do you know, I am very much opposed to the American system of athletics, for the reason that it is unfair—in fact, very unfair. In England every man has an equal chance, an equal showing. There I shall certainly take part in it, all right."

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have to defeat in the coming meet will undoubtedly be Snedinger, of San Francisco, and Donohue, of Los Angeles. He, in fact, freely admits such to be his view of the matter, and between the two considers the local man (Donohue) as his most dangerous competitor, notwithstanding he has already twice defeated him. Since then, however, and especially with the coming meet in view, Donohue has been in daily training now for several weeks, while Mr. Thomson has trained none at all. The fact that Donohue has been in such active training may turn the

trick in his behalf, although Mr. Thomson says he does not view it in that light.

All three men have their following, although at this writing there can scarcely be any question but what Mr. Thomson has the better end of it. Betting is already being freely indulged in, the odds being in Mr. Thomson's favor. This, however, it is said by followers of either of the other two men, will be overcome when Donohue and Snedinger are seen stripped for the work on the track. According to Mr. Thomson, he is in much better condition now than he was when he battered down the record of the Indian, Thorpe. And one who has ever seen the big fellow would scarcely feel inclined to dispute his claim.

When asked what his views were on athletics as applied to theological students, Mr. Thomson smiled and said:—"Yes, I was looking for that question. I have been expecting to have that fired at me for the last five years, and it is rather peculiar, though, that you are the first one to venture it."

Swinging his arm, while holding on to a heavy monkey wrench, Mr. Thomson at first hesitated. "You mean as to whether there is too much religion in them to take hold of the work?" Then he laughed heartily, showing his keen appreciation of his little joke.

"Well, I'll tell you, my friend," went on the champion. "A minister or a young man preparing to become a minister could not adopt a better or cleaner or safer exercise. It is about the most manly thing he or any one else could take up. It is invigorating, highly exhilarating and gives to the body that exercise that nature surely intended that it should have. Oh, yes, it is about the best thing they could adopt. My advice would be to all young ministers

their religious duties. It creates new brain tissue, rests the mind and gives a hard worked man an opportunity for relaxation—that's it, relaxation. And that, as you well know, is what we all want and crave. I know that at times I do.

"There is not one single, solitary thing about athletics that is not clean, not one semblance of anything that could offend the most modest. It contains absolutely nothing but what is wholesome, clean all the way through, and if I had children they would be taught to regard it in its proper light and take it up along such lines.

"I really believe that if more ministers of the Gospel would take up athletics there would be better ministers. The reason I say this is because it would so rest the brain and the mind and refresh them that the minister would be much better capacitated for discharging the functions

would do his best when he went upon the track to at least hold his present championships.

INFANT MORTALITY.

MISS JULIA LATHROP, of the National Children's Bureau, recently told the members of the Collegiate Alumnae that the first work of the bureau is to be an inquiry about infant mortality, going largely into the matter of registrations.

"Infant mortality," she said, "is a technical thing; it means the loss of life of infants who have not yet attained the age of one year. And all over the civilized world infant mortality has come to be regarded as a very strange phenomenon which we have overlooked. We have found adult life safer and are continually inventing means to make it so, but by statistics we find that the life of a baby is no safer than it was a hundred years ago. Great Britain loses 100,000 babies every year. We do not know how many are lost in America, because we do not know how many are born. We cannot tell until we put down on the lists the birth of every one of these children. There are a few parts of the country in which it is done approximately, and from this approximate registration we make a guess, and from the children who die, whose deaths are recorded far more accurately than their births, we make an estimate and we find that at least 300,000 babies not yet a year old die every year. If that estimate be at all true every ten years we lose enough little lives to make, if they could come together, a city as large as Chicago. We take it for granted that some of us must die, that Providence has arranged it that the weakest should go first so that the strongest might get along better; there were plenty of children and this is just a natural weeding out. But the great students of human life say this is not true. The rate of children who die reflects upon the nation, and instead of being a good thing by getting rid of the weak is really a sign that the state of welfare is far lower than it ought to be for those who live as well as for those who die.

"There are a great many reasons why statistics is the best beginning for a government to make. And so, as a first step, we are going to try to find out in a small town all we can about the babies of that town. We will make out a schedule, a list of questions, of regular gossip among mothers, for them to exchange with one another.

"If we know when children are born we have a much better chance of securing them against being put to work too soon. A downright legal statement which must be inspected puts an end to that sort of cheating of the children."

Japanese and the Panama Canal

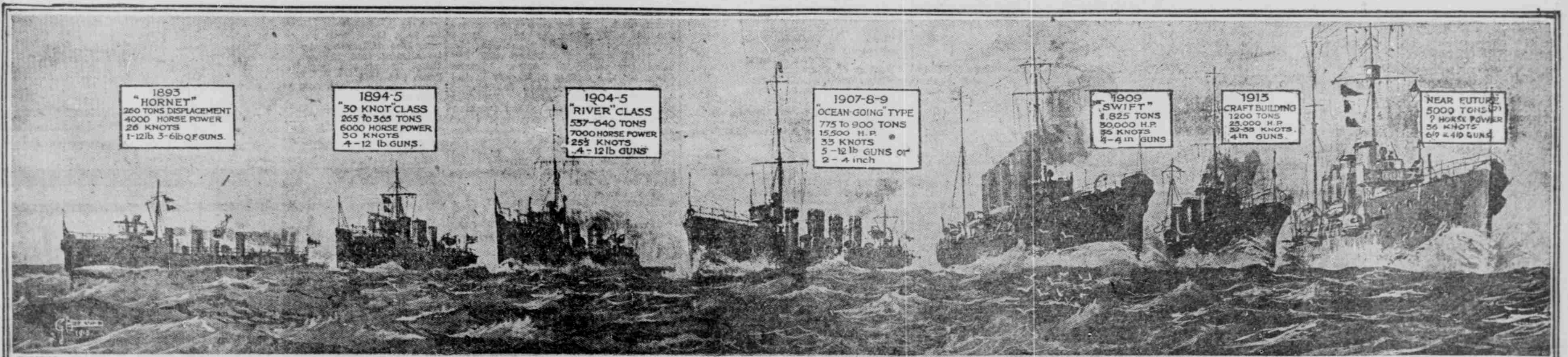
SHIPPING men declare that the opening of the Panama Canal will reduce the time between the Orient and New York to about forty days. The distance from Japan to the Pacific mouth of the canal should not consume more than thirty-five days, according to their calculations, and the trip from the canal to New York not more than six days. It is believed that the forty-one days' trip thus outlined may easily be squeezed into forty days by ambitious skippers. The Japanese are preparing to play a very important part in the increased travel and freight business which will be promoted by the canal.



FRED. C. THOMSON.
World's All Around Champion Athlete.

to take up athletic exercise. It is healthy—the healthiest thing in the world. Particularly is this true of those who are naturally more or less confined on account of his office. I do not believe any one will contradict me in that regard."

Torpedo Boat Destroyers of Future May Rival Scout Cruisers



THE EVOLUTION OF THE MODERN DESTROYER — TWENTY YEARS' PROGRESS

CREATING a new power for naval warfare, the torpedo boat destroyer, as a class of vessel by itself, came into being twenty years ago. The swift, sneaky torpedo boats had been hailed by many as the last word in vessels for night attack, and speculation had it that the great modern wars on sea would resolve themselves into a case of each side protecting its own fleet from these daring little craft and at the same time hurling its own torpedo boats against the larger war vessels of the enemy.

It was this condition of affairs which led to the development of vessels of the type of the British torpedo boat de-

stroyer Hornet, launched in 1893. The name torpedo boat destroyer, which explains itself, was hit upon because the new craft were really large torpedo boats swift enough and carrying sufficiently heavy armament to chase and destroy the torpedo boats of the enemy. The displacement of the Hornet was 260 tons and her engines developed 4,000 horse power, driving the vessel at a speed of 24 knots. She carried one 12-pound and three 6-pound rapid fire guns.

Other navies immediately began to build similar vessels and competition led to increase in size and power, until vessels of the Hornet class came to be really torpedo boats, while destroyers were built

larger and larger and gradually took on the additional duties of scouts.

Following the Hornet came the "30 knot" class, called so because of the speed developed. These little craft, built during 1894 and 1895, displaced from 265 to 365 tons, were equipped with 6,000 horse power engines and carried four 12-pound guns.

In 1904 and 1905 were built torpedo boat destroyers known as the "river" class. In them speed was sacrificed to a certain extent in the interest of protection against wind and weather and against an enemy's shells. These sturdy vessels could be driven in fairly bad weather at 25 1/2 knots and they displaced 537 to 640 tons.

They had batteries of four 12-pound guns and 7,000 horse power engines.

Even the "river" class were considered more effective for defence than for offence, for their radius of action was somewhat limited, and unless conditions were favorable long sea trips were not practicable. Wireless telegraphy was used successfully on the "river" type, and this was one important step which made the "oceangoing" class feasible.

According to the Sphere, which is authority for these facts, the vessels of the "oceangoing" class were built for the most part between 1907 and 1909. Their displacement ranged from 775 tons to 900 tons and they attained a speed of 33 knots,

driven by 15,500 horse power engines. Their armament was increased to five 12-pound guns and some carried two 4-inch guns.

Since the days of the Hornet improvements inside the hulls of torpedo boat destroyers have kept pace with developments in armament and protective armor. The turbine engine has replaced the reciprocating engine and coal has given way to oil as fuel. The first torpedoes used were 18-inch affairs, as compared with 21-inch torpedoes used to-day. The "oceangoing" class were built for the little 6-pounders on the first destroyers most part between 1907 and 1909. They would look like popguns alongside of the 4-inch rifles carried now. Wireless telegraphy was first used on torpedo boat de-

stroyers of the "river" class, and since then the installations have been more powerful and more complete in each succeeding class.

In 1909 were built vessels which have been classified as "swift." They were equipped with engines generating 30,000 horse power, capable of driving the vessels at a speed of 36 knots. Their displacement was 1,835 tons and their batteries were of four 4-inch guns.

The vessels building now average about 1,200 tons displacement and may be driven at a speed of 32 to 33 knots by 25,000-horse power engines. They carry batteries of 4-inch guns.

It is conjectured that just as the battle

cruiser and the battle ship have been combined in one type, so the destroyers may soon be amalgamated with the light scouting cruisers, taking on side armor, greater displacement and engine power and becoming ever more effective weapons of offence. It is predicted by some that torpedo boat destroyers of the future may attain 5,000 tons displacement and be able to steam at 36 knots. The batteries may include 4-inch and 6-inch guns and the engines develop greater power than those of the earlier dreadnoughts. This may reasonably be expected to lead to a condition of naval warfare in which all night attacking will be done by the submarines.